name had reached the place given in the date line.

As soon as the department was aware officially that Capt. Sigsbee had anchored in Hawana harbor a telegram of instructions was sent to him. No information as to the contents of this message could be learned, but it is supposed that Capt. Sigsbee was cantioned about letting any of his officers or crew go ashore. There is grave danger of a repetition of the Baltimore incident, which nearly involved the United States in war with Chili, if men wearing the uniform of this Government appeared on the streets of Hawana, and the Administration does not want to take any chances. Sefor Dupuy de Lome is very much worried on that point, and in one of his interviews with Judge Day yesterday expressed the fear that something of the sort might happen.

WHEAT GOES UP IN CHICAGO.

CHICAGO, Jan. 25,-Wheat was at \$1 for

few minutes_to-day, Leiter's broker. Allen Grier, paying that price for 100,000 bushels for

January delivery. The flurry lasted about ten

minutes, the price advancing in that length of

time from 94% to \$1. It settled back to 96%

time from 94% to \$1. It settled back to 96%, but at the close was 97% or 2½ better than yesterday's closing. A scattered short interest existed for some time. There are only five more days for the shorts to get in under cover and a rumor that Leiter bad announced his intention of sending the price to \$2 caused a lively sensation.

Leiter is the largest and practically the only holder of January contracts on the local market and there was very little wheat for sale until the price advanced above 96 cents, when elevator men and a few others who were waiting for a chance to get out at a profit took advantage of the opportunity. It is evidently a plan on the part of the Leiter clique to put up the January price in order to help the May. A month ago May advanced only 95 while the excitement prevailed. There was plenty of May on tap all day at 94 cents, and the sales were, said to come from Leiter.

Foreigners are becoming anxious for wheat.

ome from Leiter.
Foreigners are becoming anxious for wheat.
A cable despatch was received to-day by Leiter asking him to name a price on 1,000,000 bushels of No. 2 red. There are only 650,000 bushels of start asking him to name a price on 1,000,000 bushels of this grade in store here and about 200,000 bushels affoat. Should this be taken there wouldn't be a bushel in stock here. Reports from Minneapelis say Leiter's brokers are buying for cash the wheat there; the price was up 11½ cents early, but at the close was 93½, the same as last night.

WARD WILL CONTEST SETTLED.

Princess Chimny Was Interested and Wil

Profit by the Becision.

DETROIT, Mich., Jan. 25.-The famous Ward

will case, involving \$6,250,000, was settled

in the Supreme Court to-day by a decision in

favor of the defendants. The suit was begun

in the local courts six years ago against Orrig

W. Potter, executor of the estate, Mrs. Catherine

Ward-Cameron, now Mrs. Morrow of Chica

Ward-Cameron, now Mrs. Morrow of Chicago, widow of Eber_B. Ward, and mother of the notorious Princess De Chimay, and her brothers, Thomas R. and John R. Lyon, and others. The plaintiffs were Br. Orville W. Owen of Baconian Cipher fame, and six other relatives of the dead millionaire, who asserted that there had been a fraudulent arrangement between the administrator, the widow, and her two brothers for the purpose of depreciating the value o the assets and buying them up at a low figure. It was alleged that this was accomplished through false guotations in trade journals, resulting in a forced sale, at which the Lyons brothers purchased the stock in behalf of the defendants, clearing more than \$3,000,000 by the deal.

in behalf of the defendants, clearing more than \$3.000.000 by the deal.

The plaintiffs have spent \$35,000 in litigation. Their claim amounted to \$4,000.000, but the court's decision leaves them no opening for future proceedure. Princess, De Chimay's annual income from the estate involved is \$60,000.

ALARM CLOCKS AT A LECTURE.

Prof. Wendell's Classroom at Harvard Dis-

CAMBRIDGE, Mass., Jan. 25,-The final lecture

in English 8, the largest and most popular sourse in modern English literature at Harvard,

onducted by Prof. Barrett Wendell, was dis

conducted by Frof. Barrett Wendell, was disturbed this morning by the ringing of two alarm
clocks concealed in the lecture room. This
course meets three times a week in the Fogg
Art Minseum and is attended by 400 men. Prof.
Wendell took no notice when the first alarm
clock sounded, but a few minutes later, when
the second one began ringing, he rose from his
chair and left the room.

The attendance at this morning's lecture was
particularly large, as every member was anxlous to get the benefit of the last lecture before
the examinations, which are to be held next
week.

The Talk of the Town.

Simpson's new Loan Office and Safe Deposis Vaults 149 West 48d st., near Broadway.—Ads.

Beaches the Bollar Mark in a Flurry-Rumon

nemy of t and CENTS.

BLANCO TO SEE GOMEZ.

On the Way to Make an Appeal to the Cuban General.

HIS OVERTURES FOR PEACE.

it is Expected These Leaders Will Meet Near the Jucaro Trocha.

somes Wrote to Blance, a While Age, to Well Him that Autonomy Would So Fruitless and Urging Pence Regetlations on the Basis of Independence - Blance Consulted with Madriff-It Is Believed He Is Empowered to offer Peace on Come Other Basis Than Auteremy-The Cubans Are Willing to Pay spain a Large] Indomntty for Independen -Spaniards in Havana Bony That Bias Is Going to See Gemen-Serious Blots in Matausas - A Spanish Train Bestroyed

HAVANA, Jan. 25, via Key West.-The news has spread in town like wildfire to-day that Gen. Blanco has gone to have a conference with Gen. Maximo Gomez in order to reach an understanding with the Cuban commander and establish ing with the Cuban commander and establish peace in the island. It is said here by the Span-ish authorities that this is an unfounded report, but upon careful investigation there is no doubt that there is something serious in the wind.

About a month ago Gen. Blance received a letter from Gen. Gomes, in which the old letter from Gen. Gomes, in which the old veteran invited him to give peace to Cuba by recognising its independence. The letter was very similar to the one addressed by Gen. Gomes to Gen. Martines Campos when the former invaded the provinces of the West at the end of 1895 and early in 1896, Gomes, in his letter to Blanco, quoted his letter to Martines Campos and said that "to such a brate as Weyler he would never address a line, but that to other Spanish Generals he would repeat that the re-Spanish Generals he would repeat that the re-sponsibility of so much bloodshed in Cuba was upon Spain on account of her stubborn refusal o recognize Cuba's freedom.

The letter also said that autonomy was and ought to be a failure because the Cubans desire only independence. On the basis of indepenes declared that he was ready to treat, and that he was not inspired by any per-sonal hatred of the Spaniards, his only pelicy being not "Death to Spain," but "Liberty to

This letter Gen. Blanco held for some time unanswered, but after many consultations with Madrid and some prominent men here he decided to approach Gen. Gemes and try to make him accept autonomy, even if some broader

There is no doubt that Gomes feels inclined to offer Spain an indemnity of \$100,000,000 for the independence of Cuba and that the same idea prevails in the Cuban Government, but it is also ertain that he will energetically reject all pro-

prosals of autonomy.

It is believed here to-day that Blanco will send a message to Gomes from El Jucare before starting to meet him. If the Cuban leader accepts the interview it will then take place at ome point near the troche in Santa Clara prov ince. Gen. Gomes is reported to-day very near

El Jucaro. Riots similar to those which occurred in Havana are taking place now in Matanzas city. The uncompromising Spaniards and the yesterday attacked the building in which the wealthy merchants of that city, Bea, Bellido & Company, have their office. They also raided the office of the Aurora del Tumuri, which is the oldest newspaper published in Cubs.

The regular troops fought the risters, making several cavalry charges.

The situation is very grave there, because the Government has not such large resources as in Havana for quelling the revolt. Gen. Molina, who is operating with his column around Matangas, was hastily summoned to the town to-day to reinforce the troops.

The most terrible dynamite explosion cause by the Cubans during the war is just reported from Puerto Principe. A military train was completely destroyed by several dynamit Dombs between Lugareno and Rambiago. The train started from the port of Nuevitas bound for Puerto Principe city, carrying reinforce ments to Gen. Jimenez Castellanos.

The armored cars were wrecked and so was the locomotive. The explosion made a hole in the ground four yards deep and the whole track for over a kilometre was ruined. Over fifty Spanish soldiers and officers were killed and forty badly wounded.

The news is confirmed that after his defeat at a Esperanza, Gen. Jimenez Castellanos was hemmed in in Puerto Principe city by the in surgents under Gen. Lope Recic, and that he is now besieged there and is in sore s...

It is officially admitted here to-day that for mal attack has been made upon a Puerto Principe fort by the patriots, and according to reli able information Gen. Jimenez Castellanos i short of provisions, and if reinforcements do not soon come he will be compelled to give up the city.

SITUATION IN CUBA.

Major Burrivo Says It Is Pully as Had as It

New Orleans, Jan. 25 .- Major Edward Dur rive, Quartermaster-General of Louisiana, ar rived here to-day from Havana, where he has been investigating affairs in Cuba. He found the situation in Havena fully as bad as it has been painted, the city being crowded with stary ing people begging from house to house for food, and whose numbers were daily increased by the refugees from the country. Food is scarce and very high. Sandwiches are 50 cents each and an ordinary meal is \$3 or \$4. The secret sentiment in Havana is in sympathy with the revolu

Major Durrive was disposed to form a favor able opinion of Governor-General Blanco. Blanco had introduced a number of reforms which however, were not popular with the officials. The entire Custom House force, which, unde Weyler, had robbed both the Government and the people, had been discharged and new men em ployed. He found a great deal of sickness in Havana. Yellow fever and smallpox are raging there and the hospitals are full. While he was there many Spanish troops were sent back to Spain, being incapacitated from further service because of iliness. Major Durrive visited More Castle, and is of the opinion that any American man-of-war could completely demolish it in three

GEORGE J. GOULD'S MINIATURES. The Beard of Appraisors Asked to Reduce the

Buty-Mr. Gerry's Furniture George J. Gould and Elbridge T. Gerry were interested in cases before the Board of General Appraisors yesterday. E. W. Gisenzer of Goupil & Co. appeared before the board to argue that a collection of eighteenth century miniatures, gathered by Mr. Gould during his last trip abroad, and imported by the firm for him, should be admitted as works of art at 20 per cent. duty instead of as jewelry at 60 per cent. cent.
Commedore Gerry appeared before the board in person to endosvor to prove that some drawing room furniture imported by him should come in free as of the period of Louis XIV. The board reserved its decision. BENET LOOMIS NELSON BURT.

The Editor of Marpor's Weekly and His Wife

NEW ROCHELLE, N.Y., Jan. 25.—Henry Loomis Nelson, the editor of Harper's Weekly, and his wife were injured last night by the upsetting of their carriage while driving to Mr. Nelson's home on Pelham road. Mr. and Mrs. Nelson arrived at New Rochelle from New York about 10:30 and were met at the depot by the coach-man, Bernard Campbell. They drove rapidly toward home by the shortest route, which is over a private roadway through the Pintard property. A sewer trench was open where the road intersects Liberty avenue. The carriage struck a heap of earth near the excavation, and the vehicle and its occupants fell into the trench.

Mr. Nelson and his wire were imprisoned in
the carriage for fully ten minutes. They were
helped out by an omnibus driver, who heard the coachman's cries for help. The coachman also was injured. Mr. and Mrs. Nelson were con veyed home in the omnibus and the coachma

was taken to the hospital.

Mr. Nelson's right arm and hand were sprained, and he was bruised about the body. Mrs. Nelson's head was bruised and her face is badly swollen. Her right arm and hand were painfully cut. The coachman may be cripple for life. Mr. Nelson said to night that he would be unable to write for several weeks.

There was no light at the excavations," he added, "and we might have been killed had not the coachman held fast to the reins and kept the porse under control." The accident will result in a suit for damage

gainst the village.

TURULAR DESPATON COMPANY. Will lite Thirty Years' Permit to Shoot Mail

Across the Bridge Held Good ! As announced in The SUN of Jan. 46 John E Milholland's Tubular Despatch Company has struck a snag in its scheme to lay tubes scross the Brooklyn Bridge. Mr. Milbolland's con pany secured a contract with the Federal Govrament to shoot the mails through tubes acros the bridge from the Post Office in New York to the Post Office in Brooklyn for \$14,000 a year Then the old trustees of the bridge gave the concern a franchise or lease to lay its tubes cross the bridge and keep them there for erm of five years at \$1,000 a year. Afterward an additional extension of twenty-five years was granted, making in all thirty years. This was done in spite of the advice of James C. Ber

was granted, making in all thirty years. This was done in spite of the advice of James C. Bergen, counsel for the trustees, who told them that while the first lease for five years might be valid the courts would never sustain the additional lease for twenty-five years.

Shortly after the leases were signed the work of installing the conduits on the bridge was begun. A gang of workmen were busy tearing up the asphalt sidewalk immediately beneath the central staircase leading to Tryon row on the morning of Jan. 15, when John L. Shea, the Commissioner of Bridges, spied them. The foreman told him that the work was being done under direction of the Tubular Despatch Company. This was the first intimation Mr. Shea had that Mr. Milholland's company had secured the right to lay tubes across the bridge. He immediately ordered the work stopped and hastened to the Corporation Counsel's office, where he learned about the terms of the lease granted to the Tubular Company by the old trustees of the bridge. Now, it is said, every effort pessible will be made by the present city authorities to break the leases.

So confident were the officers of Mr. Milholland's company, that the leases would hold good that they went to the expense of laying the conduits from the Brooklyn Post Office down Washington street to the bridge and also from the New York end of the bridge.

Commissioner Shea said yesterday that he expected 16 hear from the Corporation Counsel researing the validity of the Tubular Jonepany's leases some time this wook. The Company's leases some time this wook. The Company's leases, will not hold.

ELEVEN LIVES LOST IN A FIRE. Thrilling Scenes in Spokane, Where Scores o Persons Were in Peril.

SEATTLE, Wash., Jan. 25,-At 11:30 o'clock last night a fire was caused by an explosion of chemicals in the basement of the Great Eastern block, a six-story office and tenement building on Riverside avenue, Spokane. The fire de stroyed the building and caused the death of eleven persons, as nearly as can be ascertained, as follows:

5; Mrs. Rose Smith, aged 20; Mrs. H. C. Davies, an elderly lady from Nebraska City, Neb., wh fell or jumped from the fifth story and died at he Sacred Heart Hospital this morning. W E. Gordon, mining engineer; Mrs. Gordon and three children, Charles, Ethel, and Alma, aged 12, 9, and 7; Mrs. C. Lewis, and Richard Gimmrig are missing and probably perished. In the ledging department of the building, filling the upper portion, there were about 150 persons, mest of whom had retired before the fire occurred. The fire originated in the lower story, escape by stairways and the elevator was cut off, and it is remarkable that the loss of life was so small. Smoke was seen pouring from the elevator shaft out of the basement. In fifteen minutes the building to the top floor was full of suffocating smoke and a few moments later flames were seen breaking through the roof. By the time the Fire Department could get to work the flames were rapidly rising. The firemen devoted themselves to the work of rescuing the tenants, who, from the windows of the fourth and fifth floors, were making piteous appeals to be saved. M. Gordon, mining engineer; Mrs. Gordon and

appeals to be saved.

Owing to the network of wires that surrounded the building on two fronts it required nearly twenty minutes to get the ladders in position. The firegren worked heroically, and through their well-directed efforts, assisted by a number of citizens, many persons were rescrete.

a number of citizens, many persons were rescued.

A thrilling rescue was that of Robert Masson, its wife, and their year-old boy from the fifth floor on the Post street side. From a fire escape on the fourth floor, seven feet to one side from their window, the firemen threw a rope, which Masson made fast to his bed and came down hand over hand, carrying his boy. Mrs. Masson followed. As she hung suspended far above the ground the crowd watched with breathless interest, and when she was grasped by the firemen a shout of joy went up.

The Great Eastern block was built in 1890, at a cost of \$250,000, and was owned by Louis Levinski of San Francisco. On the ground floor were the stores of John W. Graham & Co., stationery, and Skerritt & Donnelly, boots and shoes. Both are total losses.

TO BUILD A BIG DET DOCK. Mr. Huntington's Proposed Addition to H Shippard Plant in Newport News.

NEWPORT NEWS, Va., Jan. 25 .- Collis P. Hunt ington, the railroad magnate and the founder of the city of Newport News, spent to-day inspec ing the plant of the Newport News Ship ilding and Dry Dock Company, of which he is the principal owner. Mr. Huntington was ecompanied by Vice-President Scowein of the Pacific Mail Steamship Company and C. B. Orcutt of New York, President of the Shipyard Company. He arrived here last night private coach over the Chesapeake and Ohio which was switched into the shipyard early this which was switched into the shippard early this morning. Mr. Huntington denied the report that his trip to this city in company with the Vice-President of the Pacific Mail Steamship Company was in any way connected with the building of the long-taiked-of vessels for that line. He also denied the report that Sir William Armstrong now holds an option on the shipbuilding plant in this city, but said that man at one time had an offer of a controlling interest in the industry. He said to a reporter that a new and much larger dry dock than the one now in use here would be built, and that according to the plans for the new dock agreed upon now it would be the largest and most complete in American waters.

The ship yard is to be enlarged and improved to such an extent that there is nothing in this or any other country that will equal it in size. He would make no statement as to what use he expected to put the half mile of water front recently added to the yard, but said that the new dry dock would not be built on the lately acquired property.

Jimmy Michael Sucs for Divorce.

CROWN POINT, Ind., Jan. 25 .- "Jimmy Michael, the famous bicyclist, instituted sui here to-day for divorce from his wife. Fanny Michael, noe Lewis, to whom he was married at Cardiff, Wales, on March 13, 1895. He says that she deserted him three months later and has since lived an improper life.

OUR WARSHIP AT HAVANA.

MUCH BOOMING OF CANNON WHEN THE MAINE WENT INTO PORT.

Warships and La Cabana Eschange Salutes Complimentary Vielto Are Paid, and Big Crowds Throng the Wharves to See Our Fine Best-Great Rejoteing Among Americans

HAVANA, Jan. 25 .- At 11 o'clock this morn ing the American battleship Maine entere Havana Bay and anchored near the Spanish cruiser Alfonso XII. and not far from the Ger man warship Gneisenau. Immediately after anchoring the Maine saluted the city with twenty-one shots and the salute was answered by the fortress of la Cabalis.

The Capitan de Puerto, or commander of the port, was the first Spanish authority to call on board the Maine. A minute later the com manders of the German warship and of the cruiser Alfonso XII. also boarded the Maine and paid their respects. A little later the Spanish Admiral also visited the United States warship. All the visitors remained on board for a short time exchanging courte sies with the commander of the Maine, Capt. Sigabee. When the Spanish Admiral left the American battleship and entered his boat to return to the city the Maine seluted him with twenty-one guns. The Alfonso XII. answered with the same salute. Capt. Sigsbee told a correspondent that he was charmed by the friendly reception given to him.

The noise of so many cannon in Havana Bay attracted to the wharves immense crowds. All the balconies and windows of the houses around the bay were also crowded. The Maine pre-sented a very fine appearance with all ber crew drawn up on deck. At 2 P. M. Capt. Sigabee left the Maine and

called on the Spanish Admiral, the Capitan de XII. and the commander of the Gneisenau to return their visits. His calls were short, and after he had finished them he landed in Havana alone, leaving all his men on board the Maine From the wharf he went direct to the American Consulate to call on Consul-General Lee.

The American colony here is very enthusiastic ever the arrival of the Maine, and a banquet will be given to welcome the visitors.

KEY WEST, Jan. 25 .- A despatch from Havava says that Consul-General Lee and many Americans in Havana paid the Maine a visit and warmly congratulated Capt. Sigsbee on the beautiful appearance of his ship. It did them good to see the old flag once more in that harbor. To-night the officers of the Maine will be enertained by the officers of the German ships, it is said, and to-morrow will be the turn of the Spanish officers. They have extended the right hand of fellowship to the Americans, and seem very profuse in their expressions of friendship.

Reports from the city say that in some quarters the arrival of the American man-of-war has created much feeling, and it may require considerable work on the part of the palace officials to prevent a mob outburst, especially in the lowest quarters. Several arrests were made this afternoon and once a gather ing near the United States Consulate was dis-

persed by them.

Palace officials say that nothing will take place to disturb the present serenity. The police are quietly gathering in the ringleaders of the mob element and are arranging large reinforcements of patrols at night, especially in that section near the Consulate.

Much curiosity was manifested by the people regarding the Maine and her armament, and he size and appearance autonished them very much, as many had been led to believe that the American navy consisted of small gunboats like the ones used in guarding the Cuban coast. Hence her formidable appearance will have a goo effect in cowing any spirit of mob violence, as the people seem to realize that her guns are for service.

MADRID'S WAY OF LOOKING AT IT. Many Regard the Maine at Havana as an Act of Prevocation.

Special Cable Despatch to Tun Sus. Madrid, Jan. 25,-The members of the Government and other officials here say that no e visits o American warships to Hayana, to which Spain could not object when the relations between the two countries are friendly, and in view of the statement made by the United States Government regarding the despatch of the Maine.

The newspapers, on the contrary, sharply re nark upon the unpleasant sensation caused here by sending the Maine to Havana. The al, among others, stigmatizes the de spatch of the warship as an unwarranted act of provocation. A majority of the newspapers ad vise the people of Havana to show forbearance

WASHINGTON LIKES THE NEWS.

rowds View the Model of the Maine in the Navy Department-Concentrating Ships. WASHINGTON, Jan. 25 .- With the battleship faine at anchor in the harbor of Havana and American interests there sure of adequate protection for the first time in three cars. President McKinley and the member of the Cabinet are congratulating them selves over the Cuban situation. Sefio Dupuy de Lome is sending up picans o ejoicing for publication in the newspapers of the United States and Spain. He tells every body that affairs in Cuba have become so traquil that the friendly visits of American war ships have been resumed. It is even asserted that the Spanish envoy takes to himself th credit of having the Maine sent to Havana, a report which causes Administra tion officials to smile significantly. They know that Dupuy de Lome did not want the Maine to go to the Cuban port, and that he was obliged to assent to the despatch of that ship through force of circumstances. The assent wa given graciously enough, for the suave Castilian is noted for his tact and acumen, but he would rather have had it otherwise.

There is good reason for believing that Seno Dupuy de Lome was outgeneralled by such an untrained diplomatist as Judge Day, the As sistant Secretary of State. When the Min-ister took advantage yesterday of a visit to Judge Day to speak of the tranquil-lity which prevailed in Havana he found the Assistant Secretary surprisingly acquisscent, and could discover no bridges over which to retreat when President McKinley's Canton neigh bor and right-hand man in Ouban affairs suggested that the time had arrived when the "friendly calls of American men-of-war to Cuban ports could be resumed without fear of exciting apprehension in the minds of the Spanish Ministry and people. The pretence is kept up officially that the United States and Spain are on the best of terms, and it is natural that the Administration through its representatives, should further the idea that there is nothing significant in placing the Meine in Havana harbor.

"We have no reason to anticipate trouble as a consequence of the Maine's visit," said Judge Day behind his grim smile. The smile indicated, no doubt, that he was thinking of the neat way in which Spanish consent to the presence of the armorded at Havana was obtained, "The Maine arrived quietly at 11 o'clock," wired that uncompremising friend of Cuban liberty, Consul-General Fitzhugh Lee,

"The vessels of the United States Navy have merely resumed their customary visits to the partment.

President McKinley says nothing, but he friendly calls of American men-of-war to Cuban

perts of a friendly nation," says the Navy Department.

President McKinley says nothing, but he knows down in the bottom of his heart that the Maine wassent to Havana to be ready to guard American honor and lives and property when the rapidly approaching end comes.

While all this talk about peace in Cuba and friendly feelings toward Spain is going on the officials of the Administration neglect to mention several significant things. It was learned to day that the torpedo-boat flottlla which was sent from New York to the Gulf of Mexico on a practice cruise had been attached to the North Atlantic squadron directly under the orders of Hear Adsquadron directly under the orders of the orders of

ENGLAND CLAIMS HER OWN

miral Sicard. Heretofore the flotilla has been subject directly to the wishes of the Navy Department. A regular itinerary was arranged which provided for visits by the little craft composing the flotilla to points as far distant from Key West as Galveston and clies and towns on the Mississippi River and its tributaries. Although no orders countermanding this itinerary have been issued, it was stated at the Navy Department to-day that the programme of exercises had been abandoned, and that the flotilla would keep in close touch with Admiral Sicard. The order attaching the fiotilla to the squadron was issued on Saturday, but the department kept it secret, although the policy has been to furnish freely information about orders to vassels when they were not of a significant character. MR. CUREON'S VIEWS ON THE SIT UATION IN CHINA.

He Says That Every Brilish Government Will Insist Upon Great Britain's Treaty Rights-Me Emphasizes the Bectarations Made by Sir Michael Hicks-Beach - Bussia Firm. Special Cable Desputch to THE SUS.

orders to vessels when they were not of a significant character.
Two of the torpedo boats, the Cushing and the
Dupont, have been assigned to remain at Key
West for use as despatch vessels in communicating to Admiral Sicard messages telegraphed
from the department. The Dupont carried the
order for the Maine to proceed to Havana. She
left Key West for the Dry Tortugas at 6 o'clock
tast evening and was back there at 6 o'clock
this morning with a telegram from the Admiral,
acknowledging the receipt of the order about
the Maine and saying that the battleship had
sailed. It is worthy of note that the Maine was
well on her way to Havana before the publication in the morning newspapers of the official
statement that she would go there "in a day or
two." LONDON, Jan. 25.—In a speech to-night at Bolton Mr. George N. Curson referred to the Chinese situation in terms which, though not very lucid, suggests that there is an intention to widen the scope of the utterances recently made by members of the Government. He said that as the other powers were showing a disposition to acquire special advantages in China, Great Britain was entitled to claim conpensatory advantages, and to demand that privilege given to others should not be inconsisten takement that she would go there "in a day or two."

The torpedo boat Winslow left Newport, R. I., to-day for Key West. Capt. Cook of the armored cruiser Brooklyn has reported to the Navy Department that the repairs to his ship are tractically completed and that she will also sail southward very soon to join the squadron, possibly on Saturday.

If nothing significant was intended in the orders to the cruiser Cincinnati and the gunboat Castine to proceed from Montevideo to Rio de Janeiro, much nearer home waters, the Navy Department has acted strangely in showing considerable feeling because the news of these orders got into the newspapers. There has even been some attempt to ascertain who it was that furnished the information to the press. There is no doubt, and The Sun reporter has high authority for saying so, that the Cincinnati and the Castine were brought North to be in closer touch with the Navy Department and Admiral Sicard is case of an emergency requiring their presence in home or West Indian waters. The Castine left Montevideo for Rio to-day.

News concurning the mission of the Maine was scarcer to-day than views on that subject. The views were practically unanimous that the Administration had done a wise and patriotic thing in sending a formidable ship to the place where she has been needed for so long a time. The first official report of the Maine stravial came from Consul-depend for Rio had a to the grant of the first official report of the Maine stravial came from Consul-depend for Rio had the reservant of the Maine stravial came from Consul-depend for Rio had the with British treaty rights. It seemed to be thought in some quarters that any foreign power might, by establishing what is called a sphere of influence, introduce its own tariff and set up exclusive commercial control. Such a sphere could not possibly give any government the right to abrogat or curtail treaty rights possessed by others, and under her treatles Great Britain every port under the same conditions and tariff as any other power. Great Britain's treaty rights rendered the operation of spheres of in fluence in China impossible. Every British Government might be relied upon to insist upon these rights. This remark elicited loud cheers From the foregoing it appears to be Great Britain's intention not only to keep the existing treaty ports open, as the speech of Sir Michael Hicks-Beach has been widely interpreted to mean, but to insist upon having whatever rights anybody clas obtains in the future in every thing in sending a formidable ship to the place where she has been needed for so long a time. The first official report of the Maine's arrival came from Consul-General Lee in a telegram delivered at the State Department shortly after 2 o'clock. The despatch contained twenty-five or thirty cipher words, but all the department would make public about it was that the Maine will make public about it was that the Maine "had arrived quietly at 11 o'clock." About the same time a telegram from Capt. Sigabee came to the Navy Department. It said merely "Maine," which meant that the vessel of that name had reached the place given in the date line.

Some of the morning newspapers, in their ed torial comments on the speech, shy at "compen-satory advantages." The Standard, a Tory organ, suggests that it would be more accurat to say consequential guarantees.

Mr. Curzon, referring to the negotiations for a loan, said: "We have every reason and right to hope that they will be successful."

BUSSIA OPPOSES ENGLAND. Strenuous Efforts at Pokin to Defeat British

Special Cable Desputch to THE SUR.

PERIN, Jan. 25.-M. Pavloff, the Russian Chargé d'Affaires, is pressing the Government to immediately reject the conditions proposed by Great Britain in connection with the pro sed losp. He has informed the Tsung-li Yamen that Russia is willing to provide a loan

on the same financial terms as those offered by Great Britain. M. Dubail, the French Charge d'Affaires, sup ports M. Pavloff.

106,000 PERSONS IN CELLARS.

It Looked Like a Tornado in St. Louis and the Sr. Louis, Jan. 25 .- A gale swept through this city to-day carrying death, destruction, and panle on its wings. Thousands of dollars of

lamage was done. Business was suspended for some time. Houses were unroofed, window shattered, trees uprooted, buildings rendered munic, chimners impoled ever, persons were in jured, and two were killed. August Wiemeyer, a carpenter, was blown from the top of the Shields School and killed. Josie Peterson, 4 years old, was blown sixty feet

interviews with Judge Day yesterday expressed the fear that something of the sort might happen.

All day long the beautiful miniature model of the Maine, which is exhibited in the corridor of the Navy Department, was the greatest object of interest to visitors. Even naval officers on duty there, and clerks and messengers, who have seen the model hundreds of times, examined it closely and discussed the points of the battleship in detail. Capt. Sigabee, her commander, is well known at the department, where he served as chief of the Hydrographic Office, and he came in for many words of praise.

Not a word has been received at the State Department from Consul-General Lee confirming the report from Spanish sources that Esperanza, the capital of the insurgent Government, was captured and burned by Spanish troops. Gen. Lee capital of the insurgent Government, was captured and burned by Spanish troops. Gen. Lee news fails to telegraph important news of which he has reliable information, but in the case of the announcement from Hayana that Esperanza had failen, he has not only neglected to send anything by wire, but has failed to make mention of it in his mailed despatches. Like the news of other victories emanating from the palace in Hayana, the Esperanza afair lacks verification from unprejudiced sources.

At to-day's meeting of the Cabinet the order to the Maine was mentioned, but there was no discussion of the matter. The President and the Cabinet officers expressed gratification over the manner in which the newspapers had received the announcement of the order.

Consul-General Lee cabled the State Department this evening that Capt. Sigabee of the Maine paid him an official visit to-day which he would return to-morrow. Gen. Lee said that all was quiet in Hayana. The gale's highest velocity was sixty-six mile was a heavy rain followed by hail. Then came a period of clearness. At 9:30 it looked as though a tornado was coming.

At once the city was panic stricken. Within radius of ten blocks downtown 150 sign boards were blown down. Traffic was stopped

from a third-story porch and dashed to death.

and basements till the storm was over. SKUNKS IN THE CITY HALL.

Fully 100,000 persons sought refuge in cellar

Public Municipal Business in Cleveland De CLEVELAND, O., Jan. 25 .- Officials and others having business in the Cleveland City Hall were

owing to the fact that fully twenty skunks had taken possession of the building. A day or two ago a party of boys engaged in skunk hunt on the eastern outskirts of this city. They caught twenty-seven and started downtown with them to-day, the skunks being in boxes. When opposite the City Hall the

practically forced to abandon their work to-day

boxes fell and broke.

The skunks, thus liberated, scampered in all directions. Nearly all of them found refuge in the basement of the City Hall, which they entered by way of the street grating. The result was an interference greatly with the city's business. business.

Janitor Clarence Brown of the City Hall chased skunks around the basement all day. Brown had a club and wore a rubber overcoat. He killed two. Three were killed at the Central Armory, and another was killed in P. C. Smith's barber shop, near the City Hall.

HANNA FAMILY TROUBLES. The Scunter's Son Daniel and His Wife Have

Agreed Permally to Separate. CLEVELAND, O., Jan. 25,-Mr. and Mrs. D. R. Hanna have separated. Mr. Hanna is the son o Senator Hanna, and is virtually at the head of his father's immense business interests. His young wife still lives at the Dan Hanna resi ience, 1650 Euclid avenue. With Mrs. Hanne are their two children.

Daniel Hanna, in Cleveland, is almost as well known as his father. In society he is a recog nized factor. He is a prominent member of the Union Club, the Gentlemen's Driving Club, and other social organizations. He is one of the best amateur drivers in the city. By the terms o the separation agreement Mrs. Hanna retains the home, horses, carriages, and everything connected with the household and gets an an-nual income of \$18,000. The formal separation was postponed until the present on account of Senator Hanna's political aspirations.

LIVES SAVED BY A BOY. limmic Quick Hauls Out Three Boys Who Had Broken Through the Ice.

Hupson, Jan. 25 .- Last evening about dusk Freddie and Chester Thornton, seated on a sled, were being pushed over the ice on Underhill Pond by another lad named Hallenbeck, on skates. The ice was very thin and the three broke through. Their cries brought 10-year-old Jimmis Quick and others to the spot, but the ice was so thin no one of any weight dared venture en it. Young Quick threw himself on the ice and, calling on the others to grab him by his legs, stretched out and drew one after the other of the almost drowned boys to safety. The last one rescued required the help of a physician to revive him.

UNDER-TROLLEYS IN THE SLUSH Some Trouble in Madison Avenue with Bark and Stalled Cars.

The new Madison avenue trolley cars had their first experience last night with snow and got into some difficulty. All along the line from Fifty-ninth street down to the Fourth ave nue tunnel traffic was impeded about 11 o'clock and a number of the cars were without lights, or had to be pushed along by others.

One cause of the trouble was said to be the short circuiting of a current in the subway at Forty-third street owing to the slush. This af-fected all the cars more or less as far up as Fifty-ninth street.

Hale Besks; Export Prices. 1898 styles now ready; 10 Stone street .- Adv. UNCONSCIOUS FIFTEEN MONTHS.

Case of Suspended Animation Made Maowa by a Physician's Affidayit. According to evidence introduced before Recorder Goff yesterday William Scott, a former

employee in the trunk shop under the Astor House, has been unconscious for fifteen months as the result of an assault. Scott was injured on Oct. 20, 1896. His alleged assailants were soon afterward indicted, but it was necessary to determine the extent of Scott's injury before they could be brought to

trial. Yesterday an affidavit was handed up to the Recorder made by Dr. Wilbur L. Ricard of

fully.
"So far as I have been able to ascertain," the physician said in his affidavit, "this is the strangest case of suspended animation on record. I do not believe that the injured man will ever recover consciousness; neither do I see that it is possible for him to live much longer Still, Scott has surprised every one by living as

long as he has." The men who are accused of assaulting Scott were employees of the Department of Public Works named Schlesinger and Clarke.

HYPNOTISM IN SURGERY. Straightening of the Cartilage in the Nos

CLEVELAND, O., Jan. 25.-Hypnotic influence spared a woman the experience of what would this afternoon. It was tried on Mrs. O'Neil, a woman 26 years of age, in the presence of all the students at the Cleveland Homosopathic

Medical College. The operation was performed by Prof. George H. Quay, protessor of diseases of the nose and throat, for what is technically known as the straightening of the deflected septum or cartilage which separates the nostrils, which in this case was so deflected as to obstruct one nostril.

The woman was hyppotized by S. G. Small, a student. She was restored to consciousness, and declared without hesitation that she had not felt the slightest pain.

TROLLEY CAR LIGHTNING. Ellen Warner Overcome by the Burning Out

of a Car Fuse. A trolley car of the Crosstown line was

stopped so suddenly at Bedford avenue and Broadway, Williamsburg, last night by the motorman that the fuse blew out with a flash. Ellen Warner, 19 years old, a servant, of 169 South Second street, was alongside the car waiting for it to pass when the accident occurred. The flash blinded her and she fell in a faint. She was carried into a near-by drug store and an ambulance summoned. It was some time before she was revived, and then it was discovered that her sight had been seriously af-

POINTED A GUN AT JUDGE MADILL. All the Robber Wanted Was \$5,000, but He Didn't Get It.

St. Louis, Jan. 25,-Judge George A. Madill, down the barrel of a revolver at his office to-day and listened to a command for \$5,000.

The would-be robber, however, was outwitted. Judge Madill told him to be seated while he went to get the money. The fellow paced up and down the office for half an hour, and was then taken into custody after a brief struggle. When searched a small bottle of nitro-glycer ine was found in one of his pockets. The police say the revolver was loaded with empty shells

CABLE CAR PASSENGER ON FIRE. A Hax of Matches in His Pocket Isuited and

A commotion was created in a car of the Broadway cable line about 3 o'clock yesterday afternoon by a box of matches igniting in the pocket of one of the passengers and setting fire to his clothing. He was in a blaze in an instant, and was so badly frightened that his first impulse was to dash out of the car. Other pastinguished the flames. The right side of his ack coat was destroyed, and also the lining of his overcoat. The car was filled with smoke and the odor of scorched cloth for some time.

\$2,000,000 FIRE IN EAST ST. LOUIS. The Union Elevator, Filled with Grain,

Other Property Bestrayed. Sr. Louis Jan. 25.-Fire to-night destroyed the Union Elevator and all its contents in East St Louis III

The flames spread to the freight yards of the Wabash, Chicago, Burlington and Quincy and Chicago and Alton railroads, burning up a good deal of rolling stock, all the depot buildings and half a dozen houses. The elevator had been filled with grain only two weeks ago. The loss is \$2,000,000.

PRESIDENT M'KINLEY'S FISIT.

Plane for His Trip to New York to Attend the

President McKinley, who is coming to New York to-morrow to attend the dinner of the National Association of Manufacturers, will be accompanied by Secretary of the Treasury Gage, Mrs. Gage, Senator Frye of Ma and Mrs. McWilliams of Chicago, Miss Mabel McKinley, his niece; T. A. Porter, his private secretary, and Mrs. Porter. The parlor floor of the Windsor Hotel will be given over to the party. The President will be received at the hotel with music by the Seventh Regiment band.

PETER F. MEYER VERY ILL. Richard Croker's Partner Will Have to Under go a Dangerous Operatio

Peter F. Meyer, who is Richard Croker's part ner in the real estate business at 111 Broadway, is at present confined to his home, 190 Lenox avenue, by a severe iliness, and it will be neces sary for him to undergo a dangerous operation Mr. Meyer has not been at his office for a week. Mr. Croker has expressed great anxiety for his

ROMANO DEAD.

The Prisoner Who Jumped from the Topme Gallery in the Tombs. Francesco Romano, who jumped from the top

tier of the Tombs, where he was confined, sev

eral days ago, died last night at Gouverneur Hospital. Ransas Farmers Paying Their Bobts. TOPEKA, Kan., Jan. 25 .- A remarkable record has been made by Sumner county in the release of farm mortgages. The report filed to-day shows a reduction in this indebtedness during

mortgages filed during the years 1896 and 1897 aggregate \$479,853, while those released foot up \$1.021,958, leaving \$541,958 in favor of the credit side. There were 876 mortgages released during 1897. If this ratio was maintained in the other Kansas counties, the decrease of mortgages would aggregate \$56,800,590.

the past two years of 8541,958. The real estate

The Builion Pile Suddenly Went Below. San Francisco, Jan. 25 .- A curious accident happened on the steamer Coptic while she was lying at Shanghai. A large amount of bullion, which had been piled on the batch, broke which has been price of the ship down into the hold. Only the fortunate presence of several tiers of four in sacks saved the vessel from destruction, as the weight of the buillon was so great that it would have gone clear through the steamer's bottom. FILIBUSTA, TILLIE LOST

FOUNDERED OFF SHINNECOCK AND TOOK FOUR MEN DOWN WITH RER.

Patched Old Smooth-Water Freighter Sent to Sea in January with a Marbor Tug's Crow-Took On Arms, Supplies, and Fourteen Passengers at Montank Point and Then Proceeded to Go Down - Dynamita Johnny O'Hrien and Eminent Cubana Abnord-Three Cubans Browned with the Staward-Schooner Gov. Ames Brings the Others to Providence... Who Fooled the Colone This Time as They Were Fooled with the Hawkins !

With the crew of a small harbor tug, including only two firemen and two seamen, the thirty-six-year-old piece of patchwork called the steamer Tillie, of 830 tons burden, sailed out of New York last Friday morning bound for Cuba. She foundered on Sunday off Barnegat, as she might have been expected to do. Three of a ard were drowned. The rest of the party of twenty-three were rescued by the five-masted schooner Goy, Ames late Sunday afternoon and were brought safe to Providence yesterday. From there they came to New York, arriving here shortly before 7 o'clock last night. While the party of fillbusters on the Tillie was small, it is said to have been the most select and distinguished lot of Cubans that have left this country since the war began. Forty tons of dynamite, three dynamite guns, and a consider able quantity of ammunition, intended for the Cubans, were on board the Tillie when she sank.

BERMUDEE, ALFREDO. HEVIA, HORACIO, Steward—name not known. RESCUED.

Here is the list of drowned and rescued:

DROWNED.

AGRAMONTE, Dr. PRANK J. AGRAMONTE, Dr. FRANK J.
AGULAR, OCTAVIO G. DE.
CANTATA, ELISEO.
GHESSOA, BENJAMM.
MOYA, D. W. DE.
O'BRIEN, JOHN.
(DOWN as D. J. White.)
PAGIS, RANOR.
PAGIS, RANOR.
PARJON, ALFREDO.
PRADIER, FERRANDO.
VIETA, Dr. G. GARCIA.
Cress.

Master—George W. Berry.
First Officer—G. Lindquist.
First Engineer—William H. Mears.
Second Engineer—Charles Nelson.
beamen—Hugh Connoily and C. Anderson.
Firomen—Hugh McGill and A. H. Fitzpatrick.

The Gov. Ames arrived at Providence from Newport News at 11 o'clock A. M. yesterday. On board were the nineteen rescued from the Tillie. Ten of them were Cubans and the remainder were the officers and crew of the abandoned steamer and the famous Capt. Jack O'Brien, who had charge of the expedition.

Capt, Gust Waldemar of the Gov. Ames said that last Sunday afternoon about 2 o'clock, while twenty-eight miles south by west of Shinflying her colors union down as a signal of diswatching her through the glass saw that she was deep in the water and laboring heavily. Soon afterward he was near enough to make out two boats filled with men just astern of the dietressed craft.

The wind was blowing forty miles 'a hour and the sea was fierce. The waves were breaking clear across the Ames amidahips, and Capt. Waldemar had his hands full to manage h great ship, but he realised that the steams close by was sinking, that many men were in peril of their lives, and resolved to do what he could to aid them. The Ames's course was changed to bring her as close to the steamer as possible, and when within a quarter of a mile of

her the five-master was hove to.

NINETEEN SAVED IN THE TILLIE'S BOATS. Two hoat loads of men from the steamer began to work their way toward the Ames. The sea cossed them around with great violence, and they were in danger of capsizing or swamping every moment of their trip to the rescuing schooner. When they were close to her, Capt, Waldemar directed them to drop under the stern of the Ames, but to keep a good distance away.

ssible for them to come near the seas would have stayed the boats against the Ames's side. Bowlines were made of small lines and thrown to the endangered men. They tied the bowlines around them, jumpe board and in that fashion were hauled aboard by the crew of the Ames, one at a time.

Eleven men finally stood safe on the Ames's quarter deck. They said that twelve more, including Capt. Berry, were still aboard the steamer, which was the Tillie. Capt. Waldemar called for volunteers to go

back in the Tillie's largest boat to save the remainder of the steamer's crew. It was risking their lives, but Second Mate Nocer, a strapping fellow, and Seamen George Green, Peter Nelson, Charles Lindquist, and Frank B. Bronz stepped forward. They slid down to the Tillie's largest boat, which was dashing up and down wildly as she swung at the Ames's stern, and then put off to the Tillie and took off Capt. Berry and seven more, all the boat could carry.

HAD TO LEAVE FOUR TO DROWN.

They promised the four poor fellows left the boat could return to them, and the trip back to the Ames began. It was a hard struggle to return. By the time the men had been hauled aboard the Ames after the manner described the gale had increased greatly in fury. The wind was now blowing sixty-five miles an hour, picking up the tops of the waves bodily and blowing the water in sheets along the surface of the sea. Darkness began to lower. The Ames's five brave volunteers were exhausted, and it would have been useless to have tried to make another trip even with fresh men. All hands realized that the four poor fellows on the Tillie were doomed. Reluctantly Capt. Waldemar put the Ames on her course again. She entered Narragansett Bay on Monday and was towed up yesterday morning.

NARRATIVE OF CAPT. BERRY.

A Sun reporter interviewed Capt. George Berry, master of the Tillie, while the Ames was being made fast to the dock. Capt. Berry, waiving the question of filibustering at first, gave an account of the trip of the Tillie.

He said that she was purchased two months ago by McAllister Brothers of New York and ras fitted for carrying cattle and freight. He took in a cargo of 280 tons of soft coal and a great quantity of cased provisions last week in New York, and cleared on Wednesday for

He said that after discharging the coal at Tampa, he understood that the vessel was to commence carrying cattle from Tampa to Havana for the Spanish Government. Leaving New York, he proceeded to Montauk Point, where, on Saturday, fifteen Cubans [this includes Jack O'Brien] joined the vessel. He took them merely as passengers, the Captain averred, and was going to land them at Tampa. The Tillie put to sea at once. She proceeded in a southwesterly direction from Montauk Point under steam and sail at the rate of seven knots.

AN ENORMOUS LEAK AND CHOKED PUMPS. AN ENORMOUS LEAK AND CHOKED PUMPS.
On Saturday night she began to leak. Her wooden hull was apparently tight, but Capt. Berry thinks that the shaft alley must have been broken for water commenced to come in around the stuffing-box. The danger was apparent from the start, for it was no tiny stream which trickled in at the foot of the Tillie's sternpost. At the time the trouble began the vessel was 50 miles to the castward of Barnegat and 43 miles from the nearest land. The steam pumps became choked, and then the situation was desperate. An unsuccessful attempt had been made to stop the leak upon its discovery, but it seemed to become worse steadily. When the pumps became choked, soon after they were called into use, Capt. Berry headed the Tillie for